Event

MPTS IJET
AN 3102
OFT

Mission

AIRWAYS NAVIGATION SIMULATOR

1.5 HOURS/X

ORM

AN 3102

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

AN 3102

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

ADMIN

AN 3102

- **QOD**
  - **NATOPS**
  - **EP**
  - **SOP**
- **PREREQUISITES**
  - **AN 3101**
- **MISC.**
  - **EVENT DURATION MUST BE AT LEAST 0.75 OF SYLLABUS TIME TO BE COMPLETE (1.1 HRS).**
  - **AN EVENT DURATION THAT DEVIATES GREATER THAN 0.3 HOURS FROM SYLLABUS TIME MUST HAVE THE REASON ANNOTATED ON THE GRADE SHEET.**

SYLLABUS NOTES

AN 3102

- **SNA’S SHALL BRING A COPY OF THEIR DD-175 AND SINGLE ENGINE JET LOG TO ALL SIMULATOR EVENTS FOR INSTRUCTOR USE.**

- **THE HUD WILL BE AVAILABLE FOR USE ON ALL AN STAGE SIMULATORS.**

- **AN3102 AND AN3104-6 SHALL BE FLOWN IN THE OFT.**

SYLLABUS NOTES

AN 3102

- **DURING THIS BLOCK, STUDENTS SHALL FLY AT LEAST THE APPROACHES LISTED BELOW:**
  - **TACAN/VOR DME 2 FULL PANEL/1 PARTIAL PANEL**
  - **VOR 1 FULL PANEL/1 PARTIAL PANEL**
  - **ASR 2 FULL PANEL**
  - **ILS 3 FULL PANEL/1 PARTIAL PANEL**
  - **PAR 1 FULL PANEL/1 PARTIAL PANEL**
  - **NO-GYRO GCA 2**
  - **STAR 1**
  - **LOW OIL APPROACH 1**
  - **MIN FUEL/EMERGENCY FUEL APPROACH 1**
  - **CIRCLE-TO-LAND 1**

RECOMMENDED FLIGHT CONDUCT

AN 3102

PREPARE A TERMINAL DELAY DD-175 & JET LOG FROM COLUMBUS AFB, MS (CBM) TO JACKSON-EVERS INTERNATIONAL, MS (JAN) VIA GREENWOOD-LEFLORE, MS (GWO). EXPECT THE BULLDOG-ONE DEPARTURE OUT OF CBM. CHOOSE AN APPROPRIATE ALTERNATE AIRFIELD

DEPARTURE: CBM BULLDOG ONE (ATTACHED)

ENROUTE: EN ROUTE DELAY AT GWO FOR VOR/DME & ILS APPROACHES

ARRIVAL: JAN 16L INSTRUCTOR'S DISCRETION

NOTES: VOR/DME, ILS, ASR PLUS SOME EMERGENCY APPROACH. CONSIDER LOST COMM SITUATIONS

- ADVISE YOUR IP – HOW MANY/WHAT TYPE OF APPROACHES REMAIN PRIOR TO END OF BLOCK.

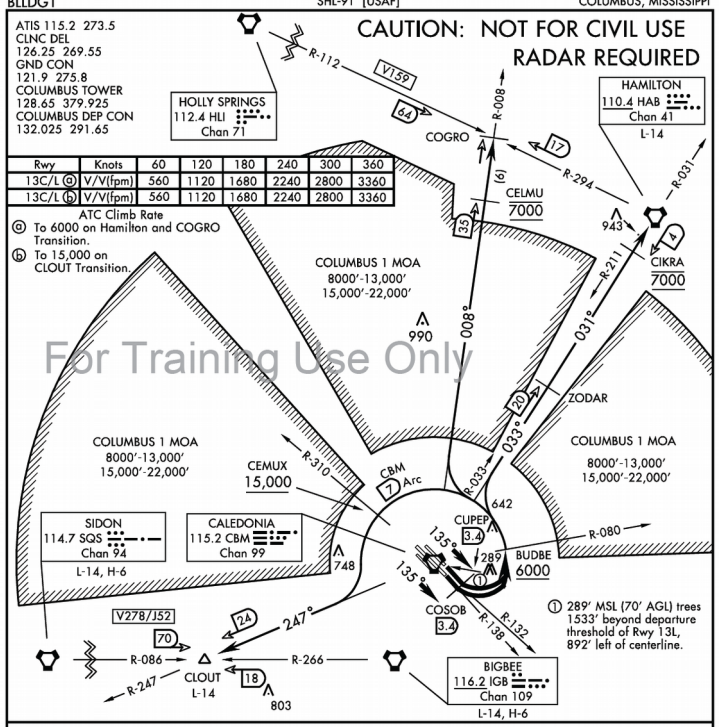
RECOMMENDED FLIGHT CONDUCT

AN 3102

07102
BULLDOG-ONE DEPARTURE RWY 13C/L
BLLDG1

SHL-91 [USAF]

COLUMBUS AFB (KCBM)
COLUMBUS, MISSISSIPPI



DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13C departure will be towards a raised MA-1A barrier 110' into the overrun approximately 3' high.

TAKE-OFF RWY 13C: Climb on track 135° to intercept CBM VORTAC R-138 direct COSOB (CBM R-138/3.4 DME). Turn left to intercept CBM 7 DME Arc, arc northwest. Cross CBM R-080 at or above 6000 then via assigned transition or ATC instruction.

TAKE-OFF RWY 13L: Climb on track 135° to intercept CBM VORTAC R-132 direct CUPEP (CBM R-132/3.4 DME). Turn left to intercept CBM 7 DME Arc, arc northwest. Cross CBM R-080 at or above 6000 then via assigned transition or ATC instruction.

HAMILTON TRANSITION (BLLDG1 • HAB): Intercept CBM R-033 direct ZODAR (CBM R-033/20 DME) then direct HAB VORTAC via HAB R-211. Cross HAB R-211/4 DME at 7000.

COGRO TRANSITION (BLLDG1 • COGRO): Intercept CBM R-008 direct COGRO (CBM R-008/41 DME). Cross CBM R-008/35 DME at 7000.

CLOUT TRANSITION (BLLDG1 • CLOUT): Cross CBM R-310 at or above 15,000. Intercept CBM R-247 direct CLOUT (CBM R-247/24 DME).

BULLDOG-ONE DEPARTURE RWY 13C/L
BLLDG1

COLUMBUS, MISSISSIPPI
COLUMBUS AFB (KCBM)

SSR/DISCUSS ITEMS

AN 3102

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**
- **DISCUSS ITEMS:**
  - **QOD**
  - **EN ROUTE WEATHER UPDATES**
  - **IN-FLIGHT FUEL CALCULATIONS.**

AN 3102

BLOCK MIF

CTS REF	MANEUVER	AN3106
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	4+
5	Mission Planning/Briefing/Debriefing	4+
6	Communications	3+
7	Ground Operations	4+
8	Flight Admin	4+
3	Lost Communications	4+
10	Takeoff	4+
11	Departure	4+
12	Enroute Navigation	4+
12	Point-to-Point Navigation	3+
1 8	Route/Destination Change	3+
15	Holding	4+
13	Descent/Field Entry	4+
12	STAR	3+
17	Precision Approach	4+
18	Non-Precision Approach	4+
17 18 5	Partial Panel Approach	4+
21	Min/Emergency Fuel Approach	4+
12	Low Oil Approach	4+
17	No-Gyro GCA	4+
19	Circling Approach	3+
20	Missed Approach	4+
20 5	Partial Panel Missed Approach	4+
23	Landings	3

STANDARD DEBRIEFING FORMAT

AN 3102

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED